

Venice Aviation Society, Inc.
PO Box 1153
Venice, FL 34284

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November 2008
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The VASI Angle

Established 1991
The official Newsletter of the Venice Aviation Society, Inc.
www.VeniceAviationSociety.com

The VASI Board

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President's Letter November 2008

Dear Fellow Pilots and Friends of Venice Municipal Airport,

May your Thanksgiving be full of family and friends. We are so blessed to live in a country where we are truly free. On Thanksgiving we give thanks for so many blessings, celebrate our freedoms and rally around our President elect. Our country serves as a "Beacon on a Hill" for people throughout the world. The sacrifices of previous generations both established and preserved our freedoms. November is a time of remembrance.

The most somber remembrance in Europe occurs on November 11th. On the eleventh hour of the eleventh day of the eleventh month of 1917 the guns fell silent on the Western Front and the "War to end all wars" ended. Veterans' Day is more than an excuse for shopping and sales – we salute and appreciate our Veterans. The sacrifices they made preserved and strengthened the freedoms we enjoy today. A personal "Thank You" to Doctor Rand for hosting our October Candidates Forum. From all accounts it was an interesting and successful meeting. VASI is a nonpartisan organization. Now that the election is over, we congratulate the winner. Providing factual information to the political leadership of the city about aviation and VNC is one of our primary goals. The VASI Board is committed to achieving that goal. Your participation at public forums helps achieve that goal as well. Some members have asked why does VASI host a "Meet the Candidates Forum" for City Council candidates but does not endorse a particular candidate? The Candidate Forum serves to both educate the public and our members about the candidates. The Forum also causes the candidates to think about the airport. Our "AIM" is to educate and work with all public officials, not just a select few.

Our next meeting is Wednesday, November 19th, 7:30 pm, community room, Venice City Hall. It will be packed with information: Light Sport update provided by a speaker from Sebring Aviation; 122.5 ELT vs. 406mz ELT (February 2009 is fast approaching) and a few additional surprises by Sarasota Avionics; VASI Holiday Parade Float briefing; Airport Flyin/ Open House/ Aviation Day briefing and VASI Board Elections are all on the November agenda. Bring a guest;

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Mission Control: The VASI *AIM*

- To promote, support, and encourage the continued use of the Venice Municipal Airport as a general aviation facility.
- To educate concerned citizens as to the airport's importance to the public welfare.
- To provide a forum whereby those concerned with utilization of the facility may voice their concerns.
- To advise the appropriate authorities regarding safety, security, utilization, and other concerns at the airport.
- To provide a forum for the flying public regarding aviation matters.
- To support the city, county, state, and federal authorities in carrying out their duties regarding aviation and the utilization of the Venice Municipal Airport in disaster, welfare, and other public service.

VNC now has 3 instrument approaches: The NDB with GPS overlay is now just an NDB and there are two new GPS approaches, 13 and 31

Calendar of Events Fall 2008

November 19 -----Member's Meeting, Venice City Hall Community Room, 7:30 PM
November 29 -----Venice Holiday Parade 10 AM to 3 PM {VASI Float}
December 6 -----Venice Airport Aviation Day 10:00 AM to 3:00 PM
December 12-14 ---Bahama's Fly Out to New Providence Paradise Island
January 7 -----FAA Wings program



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Pilots and non-pilots welcome.

Pilot? _____ Yes _____ No Aircraft, if own, what type? _____

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Send your application with your check for \$20.00 payable to VASI today!
VASI, c/o Al Paul, Treasurer, 4476 Via Del Villette, Venice, FL 34293

(Continued from page 1)

bring a fellow pilot - all of you will enjoy the evening. Circle Saturday, Nov.29th on your calendar – that’s the Sons of Italy Venice Holiday Parade, we need members and friends to march with our float. Also circle Saturday Dec. 6th on that same calendar – that’s Airport Appreciation Day. The details will be covered during our Nov. meeting; we’ll need members and friends to assist at it as well. Open to the public, this is a superb opportunity to see and welcome back old friends while building good will for the airport with the general public. No need to fight the Sun & Fun crowds. Listen to seminars, look at new aircraft, try the simulators, have fun. It will start around 10am and end around 3pm; it will be a great day. Bahamas, New Providence (Nassau) Paradise Island, December 12- 14- call Bill Zabielski 497-2507, N305@verizon.net for details. The next FAA Wings Safety meeting will be January 7, 2009. There are two items included in this newsletter you may find interesting; the first is an annotated copy of a Council members email to the Acting City Manager with the Council member’s vision for the airport; the second is a letter to the Planning Commission regarding the draft City Comprehensive Plan. Council members can send all the emails they want we just like to keep the record straight. The Comp. Plan is posted on the City’s website www.venicegov.com – navigate to the Envision Venice icon located at the bottom, left hand corner of the home page. Read the draft and get involved in the review process. Please share our newsletter and your aviation insights with your neighbors and friends. The public is going to get fed a lot of bunk over the airport during the next few months. Visit the city web site. Surf the airport material, come up for air and keep surfing. There will always be issues surrounding VNC. Your involvement at public meetings and your letters to elected officials and papers are absolutely critical. The facts will speak for themselves but people need to be informed of the facts. See you at our November meeting. Fly Safe, nick cell 716-5704, joecessna72@verizon.net

Fly Safe, Nick E-mail joecessna72@verizon.net cell# 941-716-5704, h 408-7777

What do you think?

Annually, the City Council updates the Venice Strategic Plan outlining the priorities and direction that council wants to focus on in the upcoming year. The plan provides opportunities for council and staff to identify allocation of resources and pinpoint a roadmap for achieving the plan. The Venice Strategic Plan 2020 was published and distributed on October 21, 2008. What is remarkable when you read the plan is not the boilerplate motherhood and apple pie contained in it but what is left out. Guess what integral part of the city and its only “industry” is not (with the exception of two lines) mentioned? Left out of the “Strategic Plan” and therefore seems to have a lower priority than say “small shops and restaurants” is the airport, yes the airport has been removed from the Venice Strategic Plan! No mention of a goal to update the airport master plan, no priority for a safe and modern airport operational environment, no mention of Runway 4/22 or seeking grant money to get it rebuilt. Only two lines of boilerplate after thought. It is just tragic – the local economy would receive a huge boost if needed airport infrastructure repair was ongoing. Read it and ask yourself if it makes sense.

\$100 Hamburger NOT

This month we salute a “used to be;” a famous “used to be.” A “used to be” that actually helped develop an airport and other small business concerns in the area. A “used to be” that was enjoyed by both aviation related and non-aviation customers. A “used to be” that was a fixture in the community with a secure future. A “used to be” mentioned in flying publications. Only 30 – 40 minutes flying time from VNC, Toney’s Airside Restaurant at Lakeland Linder Regional Airport (LAL) had a national reputation for quality service, food and a fun décor. What happened? How does a restaurant with a catering business, loyal customers, and always full for breakfast and lunch close? Well you can only charge so much for a hamburger. When the lease was being renewed the landlord (Airport) wanted to more than double the rent. No way could Toney operate at a profit. Months ago LAL not only lost a place that drew people to the airport it also lost the rent revenue from a great small business. Same story at Sebring (SEF) only now a new restaurant has just opened at SEF so check it out before it too goes belly up. Could this be in somebody’s plans for Venice?

Editors Note: My first solo was to Lakeland where I had French Fries that I subsequently said were the best French Fries I’d ever had. My statement was corroborated by a number of other pilots so I don’t think it was because I landed safely. It’s sad for me to see greed and short sitedness lead to the loss of an institution. Let’s not let the VNC late-coming naysayers destroy our airport!

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hensive Plan is ideally suited to offer an outline of how the City intends to accomplish these requirements and also address other related airport interest. The Airport Master Plan then would provide more specific measures to implement these plans (consistent with FAA regulations and the City’s deed assurances).

Thank you for consideration of my request.

signed

Paul C. Hollowell

cc: Tom Slaughter, Planning Commission City Liaison (please distribute to members of the Planning Commission)

Nick Carlucci



Ph: (941) 483-4624
 Fax: (941) 483-3341
 Cell: (941) 809-1301
 E-mail: rmd@dappgrp.com
 Website: <http://www.dappgrp.com>

R. MARVIN DAILEY, MAI, SRA
 State Certified General Appraiser 1282
 Real Estate - Business Valuation - Aircraft

226 PONCE DE LEON AVENUE
 VENICE, FLORIDA 34285

1,000 Mile Journey

The FOD Buster has been received and you should see this strange looking “gadget” being pulled behind one of the pickup trucks. The first cleanup will be interesting to watch but the learning curve is steep and all hands are excited about using this new piece of equipment. The lift truck, needed for hangar repair was approved in the budget and could be on order by the time you read this update. The new T- Hangar building has had the final plan review; now it is permit submittal time - that could take 90 days; then out for bids and eventual groundbreaking. The restriping project is being worked but no contract has been awarded at this time.

FAR Corner

Just a brief note on frequencies: I recently traveled from LAL to VNC with another aircraft. I requested an air to air frequency from Flight Service and they gave me 127.6. This is not a frequently used frequency so it worked just fine. However, the AIM lists the following frequencies of interest: Air to air = 122.750 and 122.850. The 122.75 is close to the assigned frequencies for non-towered airports which are: 122.7, 12..725, 12..8, 12..975, 12.3000, 123.050, and 123.075. I once made an error at an airport and called the UNICOM when everyone was using the MULTICOM (at Knoxville Downtown) so pay attention when you learn about an airport. There is something to be said for pre-planning at home on the computer *before* you take off. Here’s a little cut out for you. Notice that 123.45 is absolutely not listed and not discussed in the AIM.

Air to air 127.50 or 122.850

VNC UNICOM 122.725

ARINC (Venice Jet Center’s direct frequency): 131.30

VASI Classified

**GOT AN ITEM FOR SALE?
 CALL BRETT 321-6876 TO
 ADVERTISE IN THE ANGLE,
 AND ON THE WEB.**

Paul C. Hollowell
417 Mahon Dr.
Venice, FL 34285

October 17, 2008

John Osmulski, Chairman
Planning Commission, City of Venice
401 West Venice AV
Venice, FL 34285

Reference: Draft No. 3 (September 2008)
Envision Venice Comprehensive Plan

Dear Chairman Osmulski:

Request that the undersigned and Nick Carlucci (941-408-7777), President Venice Aviation Society Inc, be notified when the Planning Commission reviews the Transportation Section of the referenced Draft Comprehensive Plan. We would like to address the Planning Commission on the aviation and airport elements of this section of the Plan. My number is 941-484-0718.

The basis for the above draft was previously submitted to the State of Florida and reflected considered and thoughtful planning with respect to the Airport that met the City's obligations to the Airport and benefited the City. The elements of the Transportation Section regarding the Venice Airport were acceptable to the State. Subsequent to that State review the plan was returned to the City for changes or corrections, none pertaining to the Airport. During the recent workshops major changes were made to the plan with respect to aviation and the Airport. These changes are not in the best interest of the City, reflect questionable planning, ignore the City's responsibilities and appear to be contrary to State Guidelines. Furthermore, these latest changes to the Comprehensive Plan create a platform for future attacks on the airport, increased airport related civic discord and future additional conflicts with the Federal Aviation Administration. Importantly the changes fail to recognize and take advantage of the significant economic contribution and potential of the airport. In fact by all appearances the changes seem to seek to marginalize the Airport as not only a gateway to the City but also as an important and imposing physical feature. The Airport is important to the City at large and the Plan should reflect that fact and seek to maximize its benefits.

The Airport has intrinsic rights and the City has irrevocable responsibilities to the Airport based on the original deeds of transfer of the Airport to the City. These responsibilities are further grounded in the Grant Assurances the City accepted for Airport Capital Improvement Projects. The Comprehensive Plan should reflect an understanding of these responsibilities and show how the City intends to meet those obligations in the best interest of the City and all its citizens. Consciously attempting to evade these responsibilities by way of the Comprehensive Plan is poor public policy. The Comprehensive Plan should offer forward thinking that reflects the rightful existence of the Airport and its operations and offer planning that will maximize the benefits of the Airport to the City. The Plan should also offer reasonable measures to reduce the Airport's affect on surrounding neighborhoods without negatively impacting Airport operations or holding out unachievable and unrealistic expectations to nearby neighborhoods and airport critics.

The Airport was deeded to the city with the explicit proviso that it would operate without discrimination as a public airport open to all users. the airport is expected to support itself which includes compatible development of airport property to assure a steady revenue stream. When in compliance with FAA regulations the airport would also be eligible for federal funds under the Airport Improvement Program (AIP). The airport is not like a local zoning or development issue as Federal requirements and impacts must be considered. The Compre-

(Continued on page 7)

Safety

November and the clock rolls back an hour – Spring ahead, Fall back, fall back into bed. It is very dark by 6pm so here's a quick reminder on night currency: three full stop landings and three takeoffs within the past ninety days (after the sun goes down) and now you are "legal" to carry passengers. Legal is not proficient – that is a different issue. If you are due for your bi-annual use it to become not only legal but also night proficient. Work out a plan with your instructor and start your flying at dusk. Fly to and land at different airports. Do procedures/training events while flying from airport to airport. After landing at VNC and before you call it a night dig into takeoff runway selection factors during the hours of darkness as they apply to VNC. Taking off on 22 at night can be a killer! Overcast, no moon, no stars, no horizon, no ground reference and you are set up for spatial disorientation. Just check the statistics. As pilot in command you passengers place their trust in you. Use you superior judgment to avoid using your superior aviating skills. The Pilot In Command is the final authority on Runway selection. Ground operations at night need your attention as well. That big fan on the front of your plane is just waiting to bite someone. Brief your passengers on the dangers of a spinning prop and do not let them out of your plane till the prop stops turning. The centerlines on the taxiways are nonexistent at night. The restriping will get done but until it is, be very aware of your position while taxing. Finally, give other pilots a break, if your plane is equipped with strobes, leave them off until you enter the runway for takeoff and turn them off after you land and clear the runway. When driving out to the t-hangar area use low beams to avoid blinding a pilot who may be in an aircraft. Flying at night is special – it offers smooth air, superb visibility, ease of spotting other traffic, less frequency congestion and a beautiful view of the stars. Keep that second flashlight handy and savor the joys of flying at night.

Portable GPS and YOU

This article was written by David Ansley because he experienced GPS failure. His research may save your life. Please share this information with others.

Portable GPS navigators such as the popular Garmin GPSMAP 396/496 are more adversely affected by on-board radio frequency radiation than their certified panel mounted cousins. Cell phones should always be turned off. Old navcom avionics such as the ubiquitous King KX-155 may completely block (jam) the GPS satellite signal. Mounting the portable GPS in the instrument panel (Air Gizmos panel dock) may make the problem worse. Transmitting on a frequency near 121.186 MHz or 131.285 MHz will instantly jam the GPS satellite signal. These frequencies are the 13th and 12th harmonic, respectively, of the GPS frequency (1575.42 MHz). Old radios do not have a GPS notch filter to block the harmonics. But it's easy to install a filter in the coax cable (near the radio). Keenzo (www.keenzo.com) sells the Ted Mfg. GPS Notch Filter (part number 4-70-54) for \$86.86 including shipping. Every navcom contains a device called a local oscillator. If not completely shielded, radio frequency radiation will leak out into the cockpit and jam the GPS. The problem is much worse

Membership information:
→ Individual membership rates: \$20 a year. Receive the VASI Angle plus classified advertising privileges.
→ Corporate membership rates: \$100 a year. Covers up to 8 additional employees at reduced rate of \$10 a year each. Business Card Size Ad in Angle, classified privileges plus a banner ad on the web.

if the portable GPS is using its integral “swing-up” stick antenna or a suction cup windshield antenna. Operating the portable GPS in a panel dock (close to the navcom) will increase the potential for jamming. Local oscillator radio frequency radiation is worse than the transmitter harmonics because it jams the GPS continuously until the navcom is changed to a non-interfering frequency. The KX-155 has 4 “bad” frequencies. One of them is 119.90 MHz. That’s the frequency used by Tampa Approach’s northeast quadrant from Brooksville to Lakeland. When I switch to that frequency, my GPS displays the message “Lost Satellite Signal Reception” and quits working. Ouch! Best advice is to connect the portable GPS to an antenna on the exterior of the fuselage. Your avionics shop may be able to improve the shielding around the navcom local oscillator. Below is the full text of the Garmin FAQ on the subject:



VENICE JET CENTER LLC.

400 Airport Ave E.
Venice, FL 34285

Phone (941) 485-1799
Fax (941) 485-1699

UNICOM 122.72 ARINC 131.30

Question: Why is my GPS losing satellites in the middle of my flight?

Answer: Portable GPS units have the ability to experience loss of satellite reception as a result of RF interference caused by a variety of sources. These sources can be as simple as a portable MP3 Player used for in flight entertainment to a ground based air traffic control radar antenna on an airport. When these devices are powered on and are in close proximity to the portable GPS or antenna, the GPS may lose satellite acquisition as a result. Another common source of RF interference is aircraft communication and navigation radios. When certain radios are tuned to a specific frequency there is the potential for enough RF interference to be released that the Portable GPS unit will experience loss of satellite reception as though the signals were being jammed. An article in the Aviation Consumer, dated February 15th, 1994 has outlined a list of aviation communication radios and frequencies that may cause a portable GPS unit to lose satellite reception in the aircraft. This information is listed below. Radio Frequencies That May Jam GPS Receivers:

- Transmit 131.285 and 121.186 Receive
- Narco MK 12D/E Com 810/811, Nav 824/825 Com 131.220 and 119.285 Nav 115.464 and 109.672
- King KX 155/165 Com 131.820 and 119.885 Nav 116.128 and 109.564
- King KX 170/175 Com 122.285 and 130.186 Nav 113.651
- Collins Microline Com 132.720 and 120.785 Microline Nav 116.028 and 109.464

Notes: KX 155/165 transmitting on 118.15 was shown to jam an external mounted antenna. Narco MK 16 tuned to any 115 or 109 Nav channel was shown to jam a hand held GPS. Narco MK 12D/E and Nav 824/825, if not wired with memory keep alive, will default to 115.5 MHz in the active channel and will jam any GPS receiver.

The bottom line is use a secondary navigation method to confirm your position.

Bahamas Update

The Bahamas adventure scheduled for Friday December 12th returning Sunday the 14th will be to New Providence/ Paradise Island. The Comfort Inn is across the street from the Atlantis Hotel on Paradise Island. Room rates are very affordable. Call Bill Zabielski 497-2507 for details. You do not have to be a VASI member to participate in these adventures. This is not a difficult trip. You fly over more water going to Key West than you do going to the Bahamas! Passports are required, each person must have an individual personal floatation device (PFD), life rafts are not required. The pilot must have a pilot certificate and current medical (it may be checked by U.S. Customs upon reentry into the United States). Proper aircraft registration (no pink temporary registration/ title), radio license and customs decal are required. For Customs Decal Information visit <https://dtops.cbp.dhs.gov> (this is a new site). File your international flight plan the night before the trip. Not sure how to file, AOPA has the forms on the web. Call the night before (when St Pete FSS is not busy) and the FSS specialist will talk you thru the form. The morning of the trip – check weather, depart, open your flight plan, contact Tampa Approach, request Flight Following (VFR), fly nonstop (7,000- 9,500’ as appropriate), land, clear Bahamas customs and enjoy the weekend. If you do not have the proper forms when you land Bahamas Custom Agents will provide them. Bring your own tie-downs and aircraft are physically secure. On return use the phone at the Bahamas Airport to call in your flight plan/ notify U.S. Customs. Most of us clear entry back into the U.S. at Fort Pierce but West Palm Beach is a little closer and is OK. For other equipment considerations check the last months VASI Angle.

Safety

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Helping Hands Needed

First VASI has a float for the Venice Holiday Parade on November 29, 2008. Over 60,000 people watch this parade and we need a few members, young adults or friends to help us out. Passing out toys and carrying the VASI Banner will require at least six helpers – the more the merrier. Second the Aviation Day Fly In and Open House on Saturday, December 6 will require helping hands. Members and friends can help make this event a real winner for the airport. We need assistance for traffic, gate and flight line control. Setting up will not be difficult but 500 feet of fence, food tables and 10X10 shade shelters need to be in place as well. Many hands make for light work. For more information call Nick – 716-5704

Ground operations at night need your attention as well. That big fan on the front of your plane is just waiting to bite someone. Brief your passengers on the dangers of a spinning prop and do not let them out of your plane till the prop stops turning. The centerlines on the taxiways are nonexistent at night. The re-striping will get done, but until it is be very aware of your position while taxing. Finally, give other pilots a break, if your plane is equipped with strobes, leave them off until you enter the runway for takeoff and turn them off after you land and clear the runway. If you are driving your car out to the T-hangar area, use low beams to avoid blinding a pilot who may be in an aircraft. Flying at night is special – it offers smooth air, superb visibility, ease of spotting other traffic, less frequency congestion and a beautiful view of the stars. Keep that second flashlight handy and enjoy the joys of flying at night.




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Buck Settles, P.A.
“The Settles Group”

1314 B East Venice Avenue
Venice, Florida 34292
Office: (941) 486-8686
Direct: (941) 685-3600
Fax: (941) 484-9403
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